(b) No such proposal is under considerations in the Ministry.

(c) Does not arise.

Development of NHs by Annuity and BOT method of funding

3928. SHRI M.V. MYSURA REDDY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government had taken up the development of National Highways by providing Government funds through NHAI previously;

(b) if so, whether there is any change in the policy of Government in taking up the Development of National Highways by Annuity and BOT method of funding;

(c) if so, the difference between the mode of funding among these schemes (Government, Annuity and BOT); and

(d) if so, in which scheme the cost of the project is less?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Government has approved implementation of National Highways Development Project (NHDP) Phase III, V & VI under Public Private Partnership (PPP) on Build, Operate and Transfer (BOT) (Toll) mode. In case, the projects are not viable on BOT (Toll) mode under phase-III, then the projects would be taken up on BOT (Annuity) mode with the approval of the Government. If again, the projects are not viable on BOT (Annuity) mode, then the projects would be taken up on Engineer, Procure and Construct (EPC) mode.

(c) Under Government funding, the cost of construction and maintenance thereof is borne by the Government and toll revenue (as per the per km toll rates fixed by the Government) on perpetuity is collected by the Government.

Under BOT (Toll) mode, the Concessionaire is required to meet the upfront cost of the construction and the expenditure on annual maintenance for the concession period. Viability gap funding (VGF) limited to 40% is approved by the Government. The investment on project is recovered through

toll revenue, as per the per km toll rates fixed by the Government, collected by the concessionaire and retained by them.

Under BOT (Annuity) mode, the Concessionaire is required to meet the upfront cost of the construction and the expenditure on annual maintenance for the concession period. The cost of project is recovered through Annuity payment (semi annually). However, the toll revenue is collected by the Government.

(d) BOT (Toll) mode is advantageous to Government as the risk of traffic growth and recovery of revenue lies on the private entrepreneur who raises fund to build and operate the projects and therefore, lower Government funding is required to implement it.

Four laning of NH-44

3929. SHRI MATILAL SARKAR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the status of the work of four laning of National Highway-44 extending upto Sabroom of Tripura;

(b) the reasons for the works of the National Highway from Manu of Tripura to Sairang of Mizoram not going on well and getting halted very often therefor;

(c) whether Government are going to set up an effective monitoring mechanism in respect of the above two works; and

(d) if so, the details of the programme thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) The entire stretch of NH-44 in Tripura from Churaibari to Sabroom has been included in Phase 'B' of Special Accelerated Road Development Programme-North East, which has been approved by the Government only for preparation of Detailed Project Reports. Preparation of Detailed Project Report from Churaibari to Agartala section is in progress and for Agartala to Sabroom section, bids have been received by National Highways Authority of India for appointment of the Consultants.